55 BELL OR LIGHT SYSTEM (see par. 31)

Mr. Forrester states that, in his opinion, the bell or light system would not be workable. The constant ringing of the bells would be a source of annoyance to the residents in the neighborhood and there were too many switches to make it possible to operate this system.

Upon motion the Committee adjourned.

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Chairman.

Council Chamber, City Hall, London,
May 27th, 1920.

TWENTY-SECOND MEETING.

THE SPECIAL STREET RAILWAY COMMITTEE of No. 1 Committee meets in the Council Chamber, City Hall, on Thursday, May 27th, 1920, at 8.10 p.m.

PRESENT: Aldermen Dr. Wilson (Chairman) Drake, Wheatcroft, Bridge and His Worship Mayor Little and Messrs. Tait, King and Humeston.

56 MINUTES.

The minutes of the nineteenth meeting (first meeting of this Committee) are confirmed and signed by the Chairman.

57 STREET RAILWAY FARES AGREEMENT (see par. 49)

R.A.Kent submitting copy of bill No. 235 to amend the Ontario Railway Act to authorize the Railway Board to sanction increase in fares. Filed.

T.G.Meredith stating that he will not be in his office on Friday, but would be able to see the Committee on Saturday.

Filed.

The Committee informally discusses the proposed agreement and the following matters are considered:

(1) That a special City of London Fund be created to which will be credited the difference between the fares under By-law No. 916 and the fares in the proposed by-law and agreement, out of which shall be first paid:

(a) The sum of $36,000 to pay bonded indebtedness (5% on $720,000.00)

(b) The sum of $55,000 for paving to be paid to the city in monthly instalments.

(c) The balance, if any, to be disposed of as the city shall direct.

(2) A full service of thirty-nine cars shall be maintained, but

(3) The routing of cars may be changed on the recommendation of the Ontario Railway and Municipal Board or other authority approved by the Council

(4) The fares shall be five regular and seven limited tickets for twenty-five cents, the limited tickets to be used at the same hours as at present.

(5) The paving shall be estimated at one mile per annum; the city to do the concrete and pavement work and the Street Railway Company to do the special rail laying and track reconstruction.

(6) A minor penalty clause shall be inserted.

(7) The annual statement of the Street Railway Company shall be audited by the Ontario Railway and Municipal Board or such other auditors as the Council may appoint.

(8) A vote of the ratepayers shall be taken upon the question.

(9) Nothing in the proposed agreement shall invalidate the provisions of By-law No. 916.

Mr. Tait objected to the stating of a definite sum for reduction of bonded indebtedness or paving construction, claiming that, in the event of a falling off of traffic through increased fares, the Company would have no funds to meet same.

Upon motion the Chairman and Secretary are authorized to interview the City Solicitor for the purpose of having the proposed by-law and agreement prepared for submission to the Council.

Upon motion the Committee adjourned.

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Chairman.